

REPORT

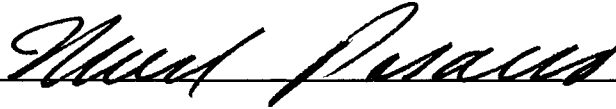
DATE: March 17, 04

TO: Regional Council

FROM: Hasan Ikhata, Director, Planning and Policy
213-236-1944; ikhata@scag.ca.gov

RE: **Final Draft 2004 Regional Transportation Plan (2004 RTP) and the adopting Resolution No. 04-451-2**

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Adopt the Resolution No. 04-451-2 which makes a conformity determination and adopt the 2004 Regional Transportation Plan. Allow staff to revise the Final Draft to reflect the final Regional Council decision and eliminate typographic errors prior to releasing the adopted 2004 RTP.

SUMMARY:

On March 4, 2004, the Transportation and Communications Committee (TCC) approved recommending the Final Draft 2004 RTP for adoption by the Regional Council. The TCC directed staff to address a number of issues in the Final Draft 2004 RTP to be presented to the RC. These include: 1) emphasize the need for continued cooperation between SCAG and the County Transportation Commissions (CTC) beyond the plan adoption to fully address the TDM goals and funding issues; 2) clarify that allowing Long Combination Vehicles (LCV) is not endorsed in the 2004 RTP; 3) a footnote relative to Bob Hope Airport demand forecast; and 4) a footnote relative to potential commercial airports in Imperial county.

On March 4, 2004, the Community, Economic and Human Development Committee (CEHD) approved recommending to Regional Council the adoption of the proposed Final Forecast of population, household and employment at the regional and subregional levels. The approved growth forecast is depicted on Table 2.1 of the Final Draft 2004 RTP attached to this memo.

The TCC approved the release of the Draft 2004 RTP for public review and comments on October 2, 2003. The CEHD Committee approved release of the growth forecast associated with the Draft 2004 RTP at the same time. The full draft document was made available to the public for review on October 23, 2003. In addition to mailing out the

document to the stakeholders and interested parties, it was posted on SCAG's home page on the internet and additionally, hard copies were placed in key public libraries in the 6-county region during the review period. A public hearing was held at SCAG office on January 15, 2004. The hearing was notified in major news papers in the 6-county region. The public comment period was closed on February 9, 2004, providing the public and the stakeholders more than 110 days to comment.

Comments were received from over 180 agencies, stakeholders, interest groups as well as concerned citizens. The comments touched upon nearly every aspect of the Draft 2004 RTP and ranged from general support to strong opposition to certain elements of the proposed plan. Staff has compiled the comments and prepared responses to every comment that was submitted. The comments and responses have been posted on SCAG's website.

The Draft 2004 RTP has been revised to reflect the changes based on the input received through the public review and comment process, additional direction provided by the policy committees and the task forces since the release of the draft, and inter-agency consultation and communications with the county transportation commissions, subregions, Caltrans, and other stakeholder agencies. A summary of key revisions proposed to the Draft 2004 RTP, including growth forecast, is provided in this memo. A complete copy of the revised Final Draft 2004 RTP is provided as an attachment to this memo. In order to present the document in a readable format, the attached document does not show the changes. However, should you wish to see the changes made to the document you may also download a copy of this document from the SCAG website at WWW.scag.ca.gov under the heading 'What's New', where you will see deletions shown as strikeouts and the additions highlighted in underline.

BACKGROUND:

As the designated Metropolitan Planning Organization (MPO), SCAG is required to maintain and update a multi-modal regional transportation plan every three years. The last RTP was adopted by the regional council in April of 2001 and certified for transportation conformity by the federal agencies on June 8, 2001. Accordingly, SCAG must ensure that a conforming plan is in place by June 08, 2004 in order to avoid risking federal funding for key transportation projects in our region.

SCAG started the RTP Update process almost immediately after the adoption of the 2001 RTP. The two and half year process culminated into the release of the Draft 2004 RTP for public review and comments in October of 2003. Since the draft was released several things have happened; a) SCAG implemented an extensive outreach program involving over 230 separate events throughout the region reaching over 5,000 individuals, b) SCAG has received comments from over 150 agencies, stakeholders, interest groups and private citizens adding up to over a thousand separate comments, c) some of the task forces, including Highway and Finance, Transportation Demand Management, Aviation, Maglev, Goods Movement Advisory Committee, and Growth

Visioning Advisory subcommittee have met several times to resolve specific outstanding issues, d) policy committees, including TCC, EEC and CEHD have provided additional policy directions, and e) consultation and additional communication have occurred between SCAG and the county transportation commissions, subregions, Caltrans and other stakeholder agencies. Inputs from all of these processes have been reflected in the revised Draft 2004 RTP attached with this memo.

The CEHD Committee approved the release of the Draft 2004 Regional Transportation Plan growth forecast alternatives in October 2003. Staff has subsequently engaged in extensive public outreach and dialogue throughout the region on the Draft growth forecast alternatives for 2004 RTP. The comment period for Draft 2004 RTP and associated growth forecast alternatives ended on February 9, 2004. Forecasting staff in Community Development Division have evaluated all the comments received on the Draft forecast, and have accommodated almost all requested revisions.

As required by the state statute AB 1246, the Regional Transportation Agencies Coalition (RTAC) representing county transportation commissions, SCAG and Caltrans, which serves as the 1246 committee met on February 25, 2004 to approve moving the 2004 RTP to the policy committee for approval.

Preliminary transportation conformity analysis associated with the 2004 RTP has been performed for the region based on the draft emission budgets provided in the latest SIP. Based on this analysis, the 2004 RTP is expected to meet the transportation conformity requirements. However, U.S. Environmental Protection Agency (EPA) has raised a key process concern. EPA must issue adequacy findings of the emission budgets before they can be formally used for transportation conformity analysis. Adequacy findings for the emission budgets for SCAB and South East Desert Modified Ozone Area are expected to be completed by March of this year and the rest of the air basins within the SCAG region are expected after the April 2004 RC adoption. Staff is working with EPA, air districts, ARB, as well as FHWA/FTA to allow us to move forward with the Plan adoption by RC in April of 2004 with the draft emission budgets with an explicit condition in the adopting resolution that the plan approval is contingent upon issuance of adequacy findings by EPA for all emission budgets for the region.

The Draft Program Environmental Impact Report (PEIR) for the 2004 RTP has been completed and the public comment period closed on February 9th. The Regional Council is scheduled to certify the Final PEIR, along with the associated Findings, Statement of Overriding Considerations, and Mitigation, Monitoring, and Reporting Program at its April meeting. After approval by the Regional Council, the 2004 RTP will have met its CEQA requirements.

The following table provide highlights of key revisions proposed in the revised Draft 2004 RTP by Key topics addressed in the plan. The table identifies key topic, summary of comments received, applicable actions by committees and task forces, and a summary of the proposed revisions in the final Draft 2004 RTP.

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Operation Jump Start	<ul style="list-style-type: none"> Operation Jump Start should be removed from the plan 	<ul style="list-style-type: none"> TCC and RC took an action in Dec. 03 to dissociate Operation Jump Start as a strategy from the 2004 RTP 	<ul style="list-style-type: none"> All reference to Operation Jump Start has been deleted from the 2004 RTP
Growth Visioning	<ul style="list-style-type: none"> Many expressed support for the Compass program and need to continue working together Disagreement expressed on the forecast by some cities at the city levels Concerns raised relative to implementation and local control issues Some recommended including financial incentives Some questioned consistency between proposed growth vision and infrastructure improvements 	<ul style="list-style-type: none"> Revised growth distribution at the subregional levels was adopted by CEHD on March 4, 04 for their approval. 	<ul style="list-style-type: none"> Emphasized need to continue working together beyond plan adoption Minor adjustments to distribution to address specific concerns raised by Orange County and others Revised growth forecast table is incorporated in the Final Draft 2004 RTP
Highways	<ul style="list-style-type: none"> Several comments specific to US-101 and I-710 ranging from support for something to be done to opposing the projects Avoid pre-defining the preferred strategies prior to completion of studies and public process 	<ul style="list-style-type: none"> Highway and Finance Task Force developed specific recommendations relative to US-101 and I-710 Corridor improvements at their January 21, 04 meeting TCC approved Highway and Finance Task Force recommendation on Feb. 5, 04 	<ul style="list-style-type: none"> Incorporated the TCC recommendations relative to US-101 and I-710 Corridor Improvements Description of corridor improvements have been revised to be more generic calling for capacity enhancements rather than specific improvements.

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Transit	<ul style="list-style-type: none"> • Questions raised relative to RTP's commitment to transit, specially local bus services • Some objected to the notion that transit subsidies can be reduced or that transit productivity measure is useful 		<ul style="list-style-type: none"> • Edits made to clarify overall financial commitments to transit in the plan • \$57.7 billion in transit O&M (including rehab and replacement) and several major transit projects in Baseline (No Project) and Tier 2 (including Exposition Corridor, Gold Line Extension, East LA and BRT investments) • \$5.5 billion for local bus, \$3.0 billion for Transit Corridors, and \$1.1 billion for Metrolink over and beyond the Baseline and Tier 2
Goods Movement	<ul style="list-style-type: none"> • Numerous comments expressing opposition to allowing Long Combination Vehicles (LCV) on our roadways • Some opposed to truck ways • Need to address Imperial County Cross boarder traffic • Need to make specific reference to Barstow and Victorville Intermodal facilities 	<ul style="list-style-type: none"> • TCC supported including East-West Corridor Study in the Consensus document 	<ul style="list-style-type: none"> • Clarification about LCV will be provided in the technical appendix • The RTP now stresses that the capacity enhancement projects on goods movement corridors will continue to be studied • Added a section in Chapter 4 to address cross boarder traffic through Imperial County • Referenced specific NAFTA related projects in Imperial

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Aviation	<ul style="list-style-type: none"> Some expressed objections to overall demand projections as well as airport specific distribution Some expressed skepticism about viability of implementing the decentralized aviation plan Some questioned the assumption of Maglev system in the airport demand analysis Bob Hope Airport (Burbank) and March JPA opposed to the proposed demand distribution to their respective airports Some questioned specific ground access improvements that could potentially enable expansion of LAX 	<ul style="list-style-type: none"> Aviation Task Force (ATF) met on February 18, 04 to consider revising the demand forecasts for Burbank and March Airports. ATF rejected any revisions to the demand numbers and re-affirmed the original forecasts. However, ATF recommended including language in the plan expressing local concerns Process and methodology for the Airport Ground Access Strategy development was endorsed jointly by Aviation TAC and Planning and Programming TAC On February 12, 04. TCC recommended adding a footnote relative to Bob Hope Airport demand forecast on March 4, 04. TCC recommended adding a note that international airport possibility for Imperial County and Palm Springs be continued to be explored beyond the plan adoption. 	<ul style="list-style-type: none"> Stressed that the forecasts were based on an approved process involving ATF and that SCAG will continue to work with the stakeholders to refine the forecast beyond the adoption of the plan. Airport specific Ground Access Strategy will be included in the technical appendix and referenced in the RTP Added guiding principles to the Aviation section of Chapter 4 A footnote added to Aviation section indicating the position of the March JPA. A footnote added to clarify Bob Hope Airport demand forecast issue. Language added to clarify that international airport possibilities for Imperial County and Palm Springs will be explored in SCAG's aviation studies beyond the plan adoption.

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Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Maglev	<ul style="list-style-type: none"> • Some expressed support for Maglev and its importance in implementing the aviation plan • Some requested additional details on segments and studies related to Maglev • Some expressed skepticism regarding the viability of Maglev • Imperial County requested consideration of Maglev connecting San Diego and SCAG region via Imperial county in conjunction with a potential commercial airport location in the county 		<ul style="list-style-type: none"> • Refined map to provide detailed alignments for each Maglev segment with feasibility studies • Addressed the need to be included in and coordinated with California High Speed Rail planning activities

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Transportation Finance	<ul style="list-style-type: none"> Some commented that the current fiscal climate is not conducive to proposing new taxes Others called for a united front to protect transportation funding mechanisms (e.g. Prop. 42) Some expressed doubt about the viability of privately funded mega projects County transportation commissions noted discrepancies between their forecasts and the RTP VCTC communicated the possible consideration of a new ½ cent sales tax for Ventura County 	<ul style="list-style-type: none"> The Highway and Finance Task Force endorsed moving forward with the current assumptions at their January 21, 04 meeting 	<ul style="list-style-type: none"> The revised RTP emphasizes and strongly advocates protecting transportation revenue mechanisms Maglev implementation phasing adjusted to reflect time needed for securing funding and implementing Initial Operating Segment Provided a better context for selecting lower base revenue forecast, which is a primary reason for discrepancies between the county transportation commissions and SCAG forecasts. Included language that VCTC is considering a new ½ cent sales tax Further clarifications provided with regards to private funding component

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Transportation Demand Management (TDM)	<ul style="list-style-type: none"> County commissions expressed concerns relative to inclusion of the TDM goals and the lack of linkage with their funding programs 	<ul style="list-style-type: none"> The Transportation Demand Management Task Force met on Feb. 25, 04 endorsed moving forward with the goals given the need to be consistent with the existing State Implementation Plan (SIP). The TDM Task Force further directed the staff to continue working together beyond the plan adoption to develop mutually workable and implementable TDM Strategy TCC recommended emphasizing the need for continued cooperation between SCAG and the CTCs to ensure the TDM goals and funding issues are resolved beyond the plan adoption. 	<ul style="list-style-type: none"> RTP recognizes the challenges of implementing TDM goals SCAG staff will continue working with the CTC staff to refine the TDM program beyond the adoption of the RTP and language to reflect this is added to the Final Draft RTP

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Project Listing	<ul style="list-style-type: none"> Some confusion was communicated regarding the project lists. Specifically, questions were raised about projects identified in the Baseline (No Project) and Tier 2 list. Some of the CTCs provided refinements to project completion dates Some requested addition of specific projects in the plan 		<ul style="list-style-type: none"> The revised RTP contains highlights of Baseline and Tier 2 projects Added a clarification that project tables in the main document refer only to projects over and beyond the committed projects (Baseline and Tier 2)
Transportation Conformity	<ul style="list-style-type: none"> Some expressed confusion and skepticism about the transportation conformity and air quality planning process Some expressed general concerns that the impact of poor air quality on public health is not addressed adequately Some expressed unfairness of the penalties associated with transportation conformity and need for SCAG to take 		<ul style="list-style-type: none"> Minor revisions proposed to the transportation conformity section Staff is continuing to work with EPA, FHWA/FTA, ARB and the Air Districts to work out a resolution that would allow SCAG to Adopt the RTP in April 04 contingent upon issuance of adequacy findings by EPA on the emission budgets

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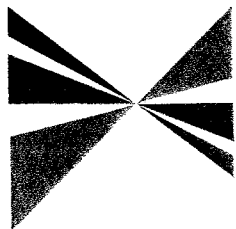
	<ul style="list-style-type: none">• leadership role in promoting fairness in this process		
	<ul style="list-style-type: none">• Federal agencies have raised a process issue that the adoption of RTP prior to adequacy findings by EPA on emission budget for each of the air basins in the SCAG region could pose a problem		

FISCAL IMPACT:

No fiscal impact. The budget for this work is already included in the current Overall Work Program (OWP).

Attachment:

1. Final Draft 2004 Regional Transportation Plan
2. Draft Resolution No. 04-451-2.


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Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

RESOLUTION # 04-451-2
**RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS TO ADOPT THE 2004
REGIONAL TRANSPORTATION PLAN IN ACCORDANCE WITH
STATE AND FEDERAL REQUIREMENTS**

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. § 134(a) and (g) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such, SCAG is responsible for developing a Regional Transportation Plan pursuant to 23 U.S.C. 134(g), 49 U.S.C. §5303(f), and 23 C.F.R. §450.312;

WHEREAS, the Transportation Equity Act of the 21st Century (TEA-21) generally mandates metropolitan planning organizations such as SCAG, in cooperation with the states, to develop transportation plans and programs for state urbanized areas;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting, and updating a regional transportation plan (RTP) pursuant to Government Code Sections 65080 et seq.;

WHEREAS, the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(a)(4) and 23 C.F.R. §450.312;

WHEREAS, SCAG has made numerous outreach presentations at meetings of different SCAG committees such as the Transportation and Communications Committee, Highway and Transportation Finance Task Force, Goods Movement Advisory Committee, Aviation Task Force, Maglev Task Force, Regional Transit Task Force, Regional Transportation Plan Technical Advisory Committee, Transportation Conformity Working Group, and the Modeling Task Force; additionally conducted numerous briefings for state and federal legislators, County Transportation Commissions, Native Americans, members of low income and minority populations, and business groups; and conducted over 230 outreach events

evenly distributed throughout the region;

WHEREAS, SCAG received approximately 900 comments from 186 commentors on the Draft 2004 RTP and responded to those comments;

WHEREAS, the RTP must be consistent with all other applicable provisions of federal and state law, including:

- (1) TEA-21 (23 U.S.C. § 134 et seq.);
- (2) The metropolitan planning regulations at 23 C.F.R. § 450 et seq.;
- (3) Government Code Section 65080 et seq.;
- (4) Sections 174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;
- (6) The Department of Transportation Final Environmental Justice Strategy (60 Fed. Reg. 33896 (June 29, 1995)) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;
- (7) Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. §12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

WHEREAS, in developing the RTP, SCAG must consult with the County Transportation Commissions and the Department of Transportation pursuant to the “AB 1246” process (Public utilities Code § 130000 et seq.);

WHEREAS, the RTP must be consistent with the 1999 RTP Guidelines (“RTP Guidelines”) and December 2003 Supplement to the RTP Guidelines (“Supplement to the 1999 RTP Guidelines”) prepared by the California Transportation Commission;

WHEREAS, SCAG has fulfilled all these requirements in preparing the 2004 RTP;

WHEREAS, on or about March 4, 2001, the Community, Economic and Human Development Committee (CEHD) approved recommending to the Regional Council the final adoption of the growth forecast incorporated in the 2004 RTP on

March 4, 2004;

WHEREAS, SCAG has prepared and certified a Program Environmental Impact Report ("PEIR") for the 2004 RTP in compliance with the California Environmental Quality Act ("CEQA") (Public Resource Code § 21000 et seq.);

WHEREAS, the 2004 RTP replaces the 2001 Regional Transportation Plan, adopted by the Regional Council on April 12, 2001;

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments finds as follows:
 - a. The 2004 RTP fulfills the goals and policy objectives identified in Chapter 3 of the 2004 RTP;
 - b. The 2004 RTP complies with all applicable federal and state laws and guidelines;
 - c. Pursuant to CEQA, SCAG adopted and certified a PEIR, "Addendum to the Draft PEIR", "Findings and Statement of Overriding Considerations," and "Mitigation Monitoring and Reporting Program" which analyzed the environmental impacts of the 2004 RTP;
 - d. Based on new Emissions budgets available, SCAG has determined that the 2004 RTP conforms to the applicable state implementation plan in accordance with the provisions of the Clean Air Act; and,
 - e. In developing the 2004 RTP, SCAG consulted with the county transportation commissions and Caltrans pursuant to the AB 1246 process.
2. Incorporating all the foregoing recitals and findings, the Regional Council hereby approves and adopts the 2004 RTP and the 2004 RTP Growth Forecast incorporated therein (for all planning purposes). The adoption and conformity determination of the 2004 RTP for each non-attainment or maintenance area will be effective upon the publication of the Federal Register announcing the U.S. Environmental Protection Agency's (EPA) adequacy findings for the mobile source emissions budgets.
3. SCAG staff will develop and present a work program to the Regional Council for the 2007 RTP Update no later than December 2004.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 1st day of April, 2004.

Bev Perry
President
Mayor, City of Brea

Attest:

Approved as to Form:

MARK A. PISANO
Executive Director

KAREN TACHIKI
Legal Counsel